



## CITY OF LODI

## COUNCIL COMMUNICATION

AGENDA TITLE: Adopt a Resolution Certifying ~~the Environmental Assessment and the Negative Declaration for the Lodi Station Parking Structure; and Set a Public Hearing for February 21, 2001, to Consider the Environmental Assessment for the Lodi Station Parking Structure~~

MEETING DATE: February 7, 2001

PREPARED BY: Public Works Director

RECOMMENDED ACTION: That the City Council adopt a resolution certifying ~~the Environmental Assessment and the Negative Declaration for the Lodi Station Parking Structure and set a public hearing for February 21, 2001, to consider the Environmental Assessment for the Lodi Station Parking Structure.~~

BACKGROUND INFORMATION: As part of the Federal Transit Administration application process for the Lodi Station Parking Structure, the Environmental Assessment and the Negative Declaration must be certified by the City Council prior to contract award. The Negative Declaration fulfills the California Environmental Quality Act (CEQA). As part of the National Environmental Policy Act (NEPA), an Environmental Assessment (EA) has to be prepared when a historic structure is affected. In Lodi's case, the Lodi Arch triggers the review. The Environmental Assessment EA addresses the mitigation measures that the State Office of Historic Preservation required in order to find no significant impact on the Lodi Arch: (1) Change the color of the terra cotta brick on the façade near the Arch to a sandy yellow color; (2) Move the structure another foot north – six feet instead of five feet as the City proposed. This is a total of eleven feet from the property line, as the structure was moved five feet north as a result of our public meetings during the design phase; (3) Add a large canopy tree to the plaza area between the Arch and the corner of the structure to soften the corner; and (4) Use columnar trees on the Pine Street frontage.

The Federal Transit Administration wanted a fifteen-day review period and a public hearing on the EA, even though it was explained to them that we exceeded this requirement during the Negative Declaration phase. For that reason, this Council Communication was changed, and the certification of the EA will occur after the public hearing on February 21, 2001.

~~We are diligently working with the Federal Transit Administration to authorize the City to award the construction contract. This is one step we normally would have done concurrent with the award, but FTA wanted it done prior.~~

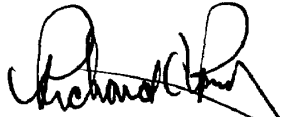
APPROVED: \_\_\_\_\_

  
H. Dixon Flynn -- City Manager

Adopt a Resolution Certifying the Negative Declaration for the Lodi Station Parking Structure; and Set a  
Public Hearing to Consider the Environmental Assessment for the Lodi Station Parking Structure  
February 7, 2001  
Page 2

It is expected that the Federal Transit Administration will authorize the City of Lodi to award the  
construction contract after the public hearing.

FUNDING: Not applicable

A handwritten signature in black ink, appearing to read "Richard C. Prima, Jr.", with a stylized, sweeping flourish at the end.

Richard C. Prima, Jr.  
Public Works Director

Prepared by Carlos Tobar, Transportation Manager

RCP/CT/pmf

cc: H. Dixon Flynn, City Manager  
Randy Hays, City Attorney

NEGATIVE DECLARATION NO. 00-09  
FOR  
LODI STATION PARKING STRUCTURE

APPLICANT: City of Lodi Public Works Department

PREPARED BY:  
CITY OF LODI  
Community Development Department  
P.O. BOX 3006  
LODI, CA 95241

September 2000

## TABLE OF CONTENTS

SECTION	PAGE
<i>PROJECT PURPOSE AND NEED</i> .....	3
<i>PROJECT DESCRIPTION</i> .....	3
<i>ENVIRONMENTAL CHECKLIST FORM</i> .....	4
<i>SUMMARY OF POTENTIAL IMPACTS</i> .....	10
<i>DETERMINATION</i> .....	13
<i>VICINITY MAP</i> .....	14

## **CITY OF LODI**

### **Lodi Station Parking Structure**

#### **PROJECT PURPOSE AND NEED**

**The City of Lodi Public Works Department is proposing to construct a parking structure at 50 North Sacramento Street. The purpose of the project is to increase the amount of available parking for patrons of the Lodi Station transit service providers, which have increase in number in recent years. Amtrak and Greyhound will provide more round-trips and new service to the Lodi Station in 2001. Additionally, the downtown business district will be impacted by the loss of 36 parking stalls at the proposed parking structure site currently used for downtown employee parking, further redevelopment efforts, and the proposed 12 screen theater.**

#### **PROJECT DESCRIPTION**

**The parking structure will be located on the former train depot site, the block bordered by Sacramento Street (west), Elm Street (north), Pine Street (south) and the Southern Pacific railroad tracks (east). The structure includes a three level, 329 car parking structure with 15,000 square-feet of ground level retail/office space along the Sacramento, Pine and Elm Street frontages. Rental income will be used to offset maintenance and security costs. A dual-purpose shade structure is planned for the center portion of the roof parking deck to provide shade for vehicles and generate solar power. There will also be bike parking lockers and four electric vehicle charging stations located on the ground level.**

**The architect has incorporated the historical building façade along Sacramento Street so the structure will fit nicely with the adjacent buildings and will appear to be several small storefronts instead on one long building. The use of brick and stucco finishes will add to the effect.**

**The east side of the structure (facing the railroad tracks) will be a metal grillwork with an ornamental grape cluster design that will greet visitors arriving on the train.**

**The elevator on the Elm Street side of the structure will have glass on the west side so that passengers will be able to view the Elm Street activities and the multi-screen theater at the corner of Elm and School Streets.**

**The Building corner at Pine and Sacramento Street features an exterior stairway from the third level to a ground level pedestrian mall area. Visitors will observe spectacular views of the renovated Train Depot and see eye to eye with the bear that adorns the top of the Historical Arch.**

**Construction is scheduled to begin in October 2000 and to last for approximately ten to twelve months.**

## ENVIRONMENTAL CHECKLIST FORM

1. Project title: Lodi Station Parking Structure
2. Lead agency name and address:  
City of Lodi-Community Development Department  
Box 3006, Lodi, CA 95241
3. Contact person and phone number:  
Mark Meissner, Associate Planner, City of Lodi, (209) 333-6711
4. Project location: San Joaquin County, CA; City of Lodi, CA
5. Project sponsor's name and address:  
City of Lodi Public Works Department  
PO Box 3006  
Lodi, CA 95241
6. General plan designation: DC, Downtown Commercial.
7. Zoning: City: C-M, Commercial Light Industrial
8. Description of project: See attached description of project.
9. Surrounding land uses and setting:  
The project area is currently the site of a City parking lot. To the north and west are commercial businesses, restaurants and bars in the downtown district. To the south is the Historic Lodi Arch which spans Pine Street, and across Pine Street is the City's Multi-Modal Station. To the east is the Southern Pacific Railroad right-of-way and across the tracks is essentially vacant land fronting North Main Street.
10. Other public agencies whose approval is required: None.

### **ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a (Potentially Significant Impact" by the checklist on the following pages.

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> Land Use and Planning  | <input checked="" type="checkbox"/> Transportation/Circulation | <input type="checkbox"/> Public Services               |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Biological Resources                  | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Geological Problems    | <input type="checkbox"/> Energy and Mineral Resources          | <input type="checkbox"/> Aesthetics                    |
| <input type="checkbox"/> Water                  | <input type="checkbox"/> Hazards                               | <input checked="" type="checkbox"/> Cultural Resources |
| <input type="checkbox"/> Air Quality            | <input type="checkbox"/> Noise                                 | <input type="checkbox"/> Recreation                    |
|   | <input type="checkbox"/> Mandatory Findings of Significance    |  |

**ENVIRONMENTAL IMPACTS:**

	Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less than Significant Impact	No Impact
<b>I. LAND USE AND PLANNING. <i>Would the proposed:</i></b>				
a) Conflict with general plan designation or zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be incompatible with existing land use in the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Affect agricultural resources or operations (e.g., impacts to soils or farmlands, or impacts from incompatible land uses)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>II. POPULATION AND HOUSING. <i>Would the proposal:</i></b>				
a) Cumulatively exceed official regional or local population projections?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace existing housing, especially affordable housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>III. GEOLOGIC PROBLEMS. <i>Would the proposal result in or expose people to potential impacts involving:</i></b>				
a) Fault rupture?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c) Seismic ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Seiche, tsunami, or volcanic hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Erosion, changes in topography or unstable soil conditions from excavation, grading or fill?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Subsidence of land?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expansive soils?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Unique geologic or physical features?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IV. WATER. <i>Would the proposal result in:</i>	Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less than Significant Impact	No Impact
a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of people or property to water related hazards such as flooding?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen or turbidity)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Changes in the amount of surface water in any water body?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Changes in currents, or the course or direction of water movements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change in the quantity of ground water, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavation or through substantial loss of ground water recharge capability?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Altered direction or rate of flow of groundwater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Impacts to groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I) Substantial reduction in the amount of groundwater otherwise available for public water supplies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
V. AIR QUALITY. <i>Would the proposal:</i>				
a) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Expose sensitive receptors to pollutants?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Alter air movement, moisture, or temperature, or cause any change in climate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create objectionable odors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
VI. TRANSPORTATION/CIRCULATION. <i>Would the proposal result in:</i>				
a) Increased vehicle trips or traffic congestion?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Hazards to safety from design feature, (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c) Inadequate emergency access or access to nearby uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Insufficient parking capacity onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Hazards or barriers for pedestrians or bicyclists?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Rail, waterborne or air traffic impacts?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less than Significant Impact	No Impact
<b>VII. BIOLOGICAL RESOURCES. <i>Would the proposal result in impacts to:</i></b>				
a) Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Locally designated species (e.g., heritage trees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Locally designated natural communities (e.g., oak forest, coastal habitat, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Wetland habitat (e.g., marsh, riparian, and vernal pool)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Wildlife dispersal migration corridors?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>VIII. ENERGY AND MINERAL RESOURCES. <i>Would the proposal:</i></b>				
a) Conflict with adopted energy conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Use nonrenewable resources in a wasteful and inefficient manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>IX. HAZARDS. <i>Would the proposal involve:</i></b>				
a) A risk of accidental explosion or release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Possible interference with an emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) The creation of any health hazard or potential health hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Exposure of people to existing sources of potential health hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Increased fire hazard in areas with flammable brush, grass, or trees?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>X. NOISE. <i>Would the proposal result in:</i></b>				
a) Increase in existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of people to severe noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XI. PUBLIC SERVICES. <i>Would the proposed have an effect upon, or result in a need for new or altered government services in any of the following areas:</i></b>				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other government services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XII. UTILITIES AND SERVICE SYSTEMS.** *Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:*

	Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less than Significant Impact	No Impact
a) Power or natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Local or regional water treatment or distribution facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Sewer or septic tanks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Storm water drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Solid waste disposal?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
g) Local or regional water supplies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

**XIII. AESTHETICS.** *Would the proposal:*

a) Affect a scenic vista or scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a demonstrable negative aesthetic effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Create light or glare?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XIV. CULTURAL RESOURCES.** *Would the proposal:*

a) Disturb paleontological resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Disturb archaeological resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have the potential to cause a physical change, which would affect unique ethnic cultural values?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Restrict existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Historic Site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**XV. RECREATION.** *Would the proposal:*

a) Increase the demand for neighborhood or regional parks or other recreational facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Affect recreation opportunities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVI. MANDATORY FINDINGS OF SIGNIFICANCE		Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less than Significant Impact	No Impact
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number of restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or pre-history?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## SUMMARY OF POTENTIAL IMPACTS

An explanation of items checked-off as *Potentially Significant Unless Mitigation Incorporated* or *Less than Significant Impact* on the Environmental Checklist Form. Measures included in this summary shall be treated as mitigation where indicated.

### **TRANSPORTATION/CIRCULATION**

#### **VI. a) Increased vehicle trips or traffic congestion.**

The 15,000 square-feet of general commercial space will create additional vehicle trips that may effect transportation patterns relative to existing traffic loads and street capacity in the immediate project area. In order to reduce potential impacts from additional traffic, City Staff will review this development for consistency with the General Plan Circulation Element and the Capital Improvements Program. If the project is found to be generating more traffic than that assumed in the Circulation Element, the City will identify and install needed improvements not specified in the capital improvements program.

The project site is within the historic downtown district of Lodi, which has always been commercial in nature. The zoning of the project site is C-M, Commercial-Light Industrial. The commercial square footage to be added as part of the parking structure is consistent with this zoning, and development of the site with the proposed type of uses is expected. Even with the additional commercial space, we find that the provision of 329 parking stalls will actually lessen traffic congestion in the entire downtown business district by providing an alternative to driving up and down streets searching for a parking place. The additional parking will also provide storeowners and their employees a convenient reliable parking alternative, which will help to free-up on-street storefront parking for their customers.

We believe that implementation of the City's Circulation Master Plan based on the General Plan Circulation Element and Environmental Impact Report, and implementation of the project itself, will adequately reduce traffic impacts in the immediate area to less than significant levels.

### **CULTURAL RESOURCES**

#### **XIVe). Historic Site**

In September of 1997, an Environmental Assessment which included the required Section 106 Review was completed for the Multimodal Station by the U.S. Department of Transportation – Federal Transit Administration. Much of the information provided in that report is applicable and will be referenced for this project.

The City of Lodi is embarking upon the next phase of revitalization development within the downtown area. Two years ago, the street and sidewalk improvements were completed along the School Street corridor. As stated previously, the relocation of the Lodi Southern Pacific Railroad Depot was moved one block south and renovated for use as the Lodi Multimodal Transit Station last year. Now, the City is preparing to develop the former site of the Railroad Depot to

construct a three-level parking garage facility with retail storefronts in order to provide much needed parking to serve the newly opened Transit which has added more service and more transit operators than anticipated in the first Environmental Assessment. This project will provide an additional 342 parking spaces over 131,700 square feet of area and 13,500 square feet of retail space along the Sacramento Street, Elm Street and Pine Street ground floor frontages.

The retail portion is critical to Transit because it will be a revenue source that will help maintain low fares and reduce the federal and local subsidies for Transit.

The APE for this project is identified as follows:

The SPRR tracks to the east, the line of the south side Oak Street projected across the Lodi Multimodal Station property to the south, the west side of Sacramento Street to the west, and the north side of Elm Street to the north.

As stated previously, an approved Environmental Assessment for the affected area was completed in September of 1997, which provides a great deal of information from an extensive review. From that report, the following information is considered to be relevant and applicable to this project.

1. The APE for this project is located within the site of the original Southern Pacific Railroad "Railroad Reservation" established in July 1869, when the original Plat for Town of Mokelumne, which is now Lodi, was surveyed.
2. No prehistoric or historical archaeological sites were found within the APE for this project.
3. The Tokay (Lodi) Arch, a National Register and State Landmark (SRL 931) is within the APE for this project.
4. No other recorded cultural resources exist within a ¼ mile radius of the proposed project site.

The proposed project has funding from Federal Transit Authority in the amount of \$2,050,000. This qualifies the project as an undertaking which requires the Section 106 review process. The scope of this project is such that it has been determined that this undertaking has the potential to cause effects on historic properties.

The information provided in the previously referenced Environmental Assessment confirms that there is a recognized historical landmark within the area which we are designating as the APE. The Tokay (Lodi) Arch, a National Register and State Landmark (SRL 931) is located on Pine Street, just east of Sacramento Street. The southernmost base of the Arch is within twenty feet (20') of the proposed parking/retail structure.

The Lodi Multimodal Station is considered to be a potential historical property.

The City of Lodi initiated consultations with the Lodi Historical Society to solicit their comments on the proposed project and have made changes in the design of the proposed structure in response to stated concerns which are identified below. The Office of the State Historic Preservation Officer (SHPO) were involved in the

project which moved the SP Depot from this site and was consulted for their comment on this proposed project as well.

The State Historic Preservation Officer was sent a project description on July 10, 2000. Pursuant to Section 36 CFR 800.3 (c) (4), SHPO must respond within 30 days. No comment has been received to date.

Considering all of these factors, staff has concluded that the anticipated effect of the proposed project on the surrounding historical feature does not meet the criteria as an adverse effect to a historical property by either the physical destruction or damage, alteration, removal, change of the character of the use or setting, introduction of visual, atmospheric or audible elements, neglect, or the transfer, sale or lease out of Federal ownership or control.

The City of Lodi Public Works Department has conducted two public meetings for this proposed project. A summary of both the January 20, 2000 and March 27, 2000 meetings are attached. Issues which were discussed which are relevant to this review are as follows:

January 20 Meeting:

1. A representative of the Lodi Historical Society stated that the parking structure's south elevation would block the view of the Lodi Arch from the east. A representative of the architectural firm of Gordon H. Chong and Associated stated that he could address that concern by moving the building further north which has occurred.
2. City Staff put forward the recommendation that Sacramento Street, which borders the proposed building on the west, be narrowed to accommodate the retail portion of the structure.

March 27 Meeting:

1. A citizen suggested that features from the architecture of the buildings on Sacramento Street, across from the proposed parking structure, be worked into the design concepts for this project. The architect has incorporated features into the storefronts which front on Sacramento Street.

## FINDINGS IN SUPPORT OF NO ADVERSE IMPACT

Staff has consulted further with representatives of the Lodi Historical Society, and have made extensive site visits to review concerns regarding the visual impact that the project will have on the Lodi Arch and have made the following determinations and conclusions.

It has been determined that the existing views of the Lodi Arch are currently impaired from a number of viewpoints. The line of redwood trees which are located in the landscaping close to both bases of the Arch block the view of the Arch from the Lodi Multimodal Station, located to the southeast, and from viewpoints to the north and northeast along West Elm Street. The trees which line the east side of North Sacramento Street restrict the view of the Arch from viewpoints looking south on Sacramento Street until you reach a point well past the center of the block.

Furthermore, the aforementioned visual impairment have been in existence for well over 20 years and have not diminished the integrity of the Lodi Arch's historical features during that time.

The proposed project will not provide any further impairments of the view of the Lodi Arch from points along the public right-of-way or public property, and will actually provide better visual access of the Lodi Arch from points along North Sacramento Street and the Lodi Multimodal Station.

### DETERMINATION:

On the basis of this initial evaluation:

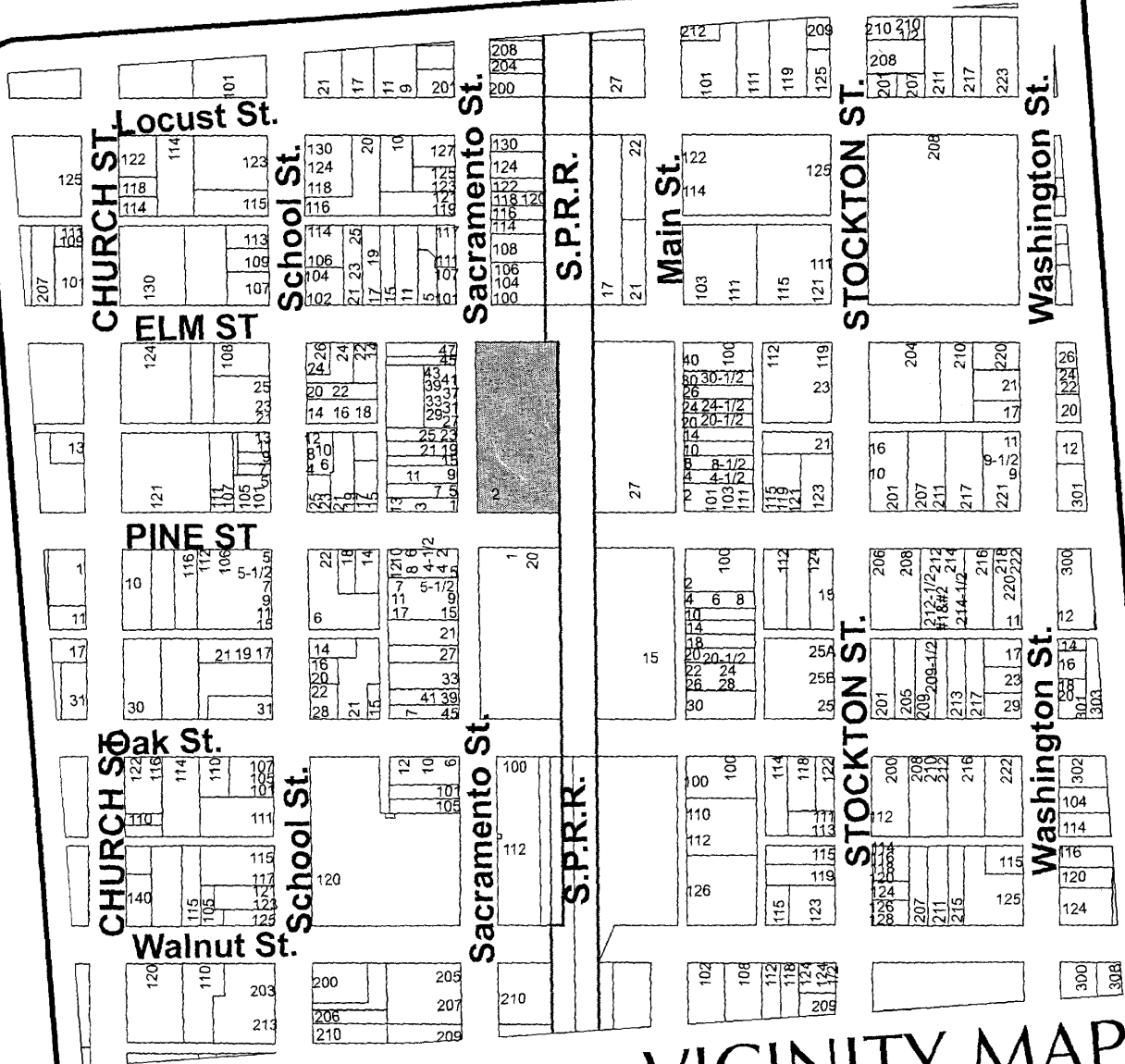
- ☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE** declaration will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A **NEGATIVE DECLARATION** will be prepared.
- ☐ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ I find that the proposed project **MAY** have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets' if the effect is a "potentially significant impact" or "potentially significant unless mitigated."
- ☐ I find that although the proposed project could have a significant effect on the environment, there **WILL NOT** be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Printed Name: \_\_\_\_\_

For: City of Lodi



# VICINITY MAP



RESOLUTION NO. 2001-30

A RESOLUTION OF THE LODI CITY COUNCIL CERTIFYING THE  
NEGATIVE DECLARATION AS ADEQUATE ENVIRONMENTAL  
DOCUMENTATION FOR THE LODI STATION PARKING STRUCTURE

=====

WHEREAS, as part of the Federal Transit Administration application process for the Lodi Station Parking Structure, the Environmental Assessment and the Negative Declaration must be certified by the City Council prior to contract award; and

WHEREAS, the Environmental Assessment addresses the mitigation measures that the State Office of Historic Preservation required in order to find no significant impact on the Lodi Arch, and they are as follows:

- (1) Change of color of the terra cotta brick on the façade near the Arch to a sandy yellow color;
- (2) Move the structure another foot north – six feet instead of five feet as the City proposed for a total of eleven feet from the property line;
- (3) Add a large canopy tree to the plaza area between the Arch and the corner of the structure to soften the corner; and
- (4) Use columnar trees on the Pine Street frontage.

WHEREAS, staff recommends that a Public Hearing be set for Wednesday, February 21, 2001, to consider the Environmental Assessment for the Lodi Station Parking Structure.

NOW, THEREFORE BE IT RESOLVED that the City Council has reviewed all documentation and hereby certifies the Negative Declaration as adequate environmental documentation for the Lodi Station Parking Structure; and

BE IT FURTHER RESOLVED, that the City Council does hereby establish Wednesday, February 21, 2001 as the date to hold the Public Hearing to consider the Environmental Assessment for the Lodi Station Parking Structure.

Dated: February 7, 2001

=====

I hereby certify that Resolution No. 2001-30 was passed and adopted by the City Council of the City of Lodi in a regular meeting held February 7, 2001, by the following vote:

AYES: COUNCIL MEMBERS – Hitchcock, Howard, Land and Pennino

NOES: COUNCIL MEMBERS – None

ABSENT: COUNCIL MEMBERS – Mayor Nakanishi

ABSTAIN: COUNCIL MEMBERS – None



SUSAN J. BLACKSTON  
City Clerk



## CITY OF LODI

Carnegie Forum  
305 West Pine Street, Lodi

### NOTICE OF PUBLIC HEARING

Date: February 21, 2001

Time: 7:00 p.m.

For information regarding this notice please contact:

**Susan J. Blackston**

City Clerk

Telephone: (209) 333-6702

### NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on **Wednesday, February 21, 2001** at the hour of 7:00 p.m., or as soon thereafter as the matter may be heard, the City of Lodi will conduct a Public Hearing at the Carnegie Forum, 305 West Pine Street, to consider the following matter:

- a) the Environmental Assessment for the Lodi Station Parking Structure.

All interested persons are invited to present their views and comments on this matter. Written statements may be filed with the City Clerk at any time prior to the hearing scheduled herein, and oral statements may be made at said hearing.

If you challenge the subject matter in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice or in written correspondence delivered to the City Clerk, 221 West Pine Street, at or prior to the Public Hearing.

By Order of the Lodi City Council:

Susan J. Blackston  
City Clerk

Dated: February 7, 2001

Approved as to form:

Randall A. Hays  
City Attorney